

RICHARD MACALLAN

Entrepôt to the World: Richard Charlton's Observations of Trade via Hawai'i, 1828–1841

IN JULY 1824, Richard Charlton was appointed to serve as the first British consul to the Sandwich, Society, and Friendly Islands (Tonga). The former trader reached Honolulu in 1825 armed with instructions to keep detailed records of trade and commerce with the Hawaiian Islands as part of his consular duties. Over the following seventeen years he included in his despatches to the Foreign Office in London tables showing the volume and nature of cargoes entering and departing the port of Honolulu, together with the vessels' registrations, destinations, and points of origin. Taken as a whole, this information provides us with a detailed portrait of an economy and society in flux. Charlton collected his statistics from visiting ships' masters and those compiled by the Honolulu customs office. They compare with similar figures published in the semiofficial journal *The Polynesian* and by individuals visiting Hawai'i such as U.S. Commander Charles Wilkes in 1840.¹ Charlton's reports are more complete than those filed to their governments by his U.S. and French counterparts during the period, John Coffin Jones and Jules Dudoit.

Missing entries in these collective tables can be accounted for in large measure by the poor state of the trans-Pacific mail service of the day, when letters routinely took months to reach their destinations or were simply lost in transit.² In fairness to Charlton, some allowance

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must also be made for the evolution of the Hawaiian customs service as government grew and modernized. The greater accuracy and detail of the figures Charlton supplied after 1830 reflect the improving sources of information he and other consular officials were able to draw upon. This was in part due to development of a Westernized bureaucratic structure in Hawai'i and mounting demand abroad for statistics as international rivalries heated up.

The vagaries of currency exchange proved to be an impediment to the presentation of accurate values of Hawaiian and Pacific commerce. Ships arrived to unload gold and silver, Spanish doubloons, Mexican and American dollars, and other miscellaneous currencies. The rates of exchange for these were, of course, widely variable. Before 1834, Charlton gave the values of the cargoes he listed in Spanish dollars as well as in pounds sterling. In the interest of consistency, the Foreign Office requested that the values of cargoes Charlton provided be stated in pounds sterling only, which he did from 1834. The amounts listed by Charlton were therefore highly subject to currency fluctuations and must be taken as the least reliable portion of these reports. What makes the inclusion of these data important as historical information are the tables devoted to shipping entering and departing the port of Honolulu (Tables 1, 2, and 3). It is possible from these listings to gain a picture of the rhythms of trans-Pacific trade from the number and origin of maritime traffic passing through Hawai'i and of the amount of freight that was loaded and unloaded at Honolulu as opposed to that which passed in transit. Of special interest are the detailed descriptions furnished by Charlton which show the actual items carried aboard British ships (Tables 2 and 3). Among other things, these accounts, illustrate the demands of rapid settlement in Hawai'i.

Typically, finished goods were transported from the U.S. east coast and Europe to Hawai'i, while lumber, wheat, and salmon made their way from the west coast of North America. Sandalwood was then loaded for shipment to Asia, together with specie and furs collected at ports along the western coasts of North and South America. Sugar, silk, rice, and porcelain returned from China via Manila were sold in Honolulu or passed on to the shores of North America with cargoes of salt and fresh provisions.

Charlton left England with the expectation of growing coffee or sugar to supplement his income as consul and built wharves to engage

in trade and dock his own ship. By the early 1830s large foreign concerns, aided by their consulates, had begun to replace the individual traders of an earlier era. Firms such as the American-owned C. Brewer and Co. and Ladd & Co. formed plantations to grow export crops, realizing that true wealth lay in the ownership of land. Gradually agriculture replaced the extraction of natural resources such as sandalwood as the principal basis of trade. An improving import and export trade is reflected in Tables 1, 2, and 3 of vessels arriving and departing Honolulu. After 1834 a large portion of the growth in British trade can be attributed to the establishment of a Hudson's Bay Company trading post, which boosted imports of spars for shipbuilding, planks and shingles necessary for building construction, and barrels of wheat flour and salted salmon.³

The Hudson's Bay Company continued as a leader in this trade until increased competition from Oregon and California after 1850 forced the company to reduce its shipments. California enjoyed several advantages of regions further north, notably a ready source of specie in the form of gold dust and coins after 1849 and a population growing at a rate that far outstripped the trading posts and coves north of Oregon. Reports issued by the Honolulu customs house show a dramatic jump in all categories of trade after 1844. In that year more than \$350,000 worth of foreign goods entered the kingdom, rising to more than a million dollars in value by 1850. Exports leaped from \$143,425.74 in 1846 to \$381,402.55 in 1850, with exports from Hawai'i exploding from roughly \$50,000 in 1844 to more than \$380,000 in 1850.⁴ To fully appreciate this spectacular growth, these figures should be compared with Charlton's statistics in Table 1.

American commerce had been outstripping its British rival for years, with the largest increases being registered after Charlton left Hawai'i in 1842. Sugar was the fastest-growing crop of the new plantation economy, rising from the 4,000 pounds cut in 1837 to a production of 670,000 pounds by 1850.⁵ Most of this harvest made its way to the United States in American-registered ships, a fact that contrasts sharply with the seagoing traffic illustrated in Charlton's tables, where vessels operating under a variety of registrations plied between ports located in all corners of the Pacific.

Geographic proximity, the influence of missionaries from New England, greater freedom from regulations governing trade, and the need to maintain colonies elsewhere gave U.S. entrepreneurs a dis-

tinct advantage over their British counterparts. British traders had been frozen out of the lucrative sandalwood trade by agreements Kamehameha I had forged with American merchants, while British whalers were constrained by regulations imposed by the Board of Trade, the body governing British colonial expansion. This institution supported the expansion of British commerce only if it could be accommodated within the framework of the East India and South Sea Company charters, which gave them exclusive right to trade in the Pacific. British whaling-ship owners were inclined to avoid bureaucratic obstacles and seek out whaling grounds where it was easier to operate. British whaling ships also chose areas such as the Antarctic where competition was not as fierce as in the North Pacific. This movement is reflected in the steady decline of British whale oil cargoes as illustrated in Table 4, which is matched by an overall drop in whaling activity after 1834. As the numbers of sperm whales hunted off Japan diminished, whalers chased more bountiful species to be found off the North American coast and in the southern ocean. Eventually, other oils and the discovery of petroleum in 1859 displaced the need for whale oil as a lubricant, ending an important chapter in the opening of Hawai'i to the West.

Richard Charlton returned to the British Isles in 1842 to petition his government for aid. By then his quarrels with the Hawaiian government over land ownership had rendered him diplomatic persona non grata.⁶ Charlton realized that the days of easygoing competition between merchant traders of all nations was over as U.S. interests began to turn from the ocean to land ownership and plantation agriculture. An expanding lumber industry in Oregon and the California gold rush in 1849 helped create the permanent trading route between the mainland and the Islands that would assure an American future for Hawai'i. The following tables begin in an era when traders and seamen sought refuge in Hawai'i, competed with the missionaries for the affection of the Hawaiian people, and relied upon each other for their survival. While no one nation dominated the Hawaiian economic landscape her sovereignty seemed assured.

In these statistics we can also discern a growing and irreversible gap between the volumes of U.S. and other foreign cargoes moving through Hawai'i and the growth of a vigorous export market to the mainland of North America. With the establishment of a permanent two-way trading network, the drift into the American sphere was

inevitable. This fact was underlined by the failure of the *Carysfort* to seize Hawai'i for Great Britain in 1843 and the renunciation by her government of any claims on Hawai'i. In spite of his protestations, as Charlton saw Honolulu harbor disappear beyond the horizon in June 1842, he had only to look back to the figures he had collected to know where his future and Hawai'i's lay.

Table 1. British and Foreign Merchant Shipping Arriving at and Departing the Port of Honolulu, 1828-1841

Period	Register	ARRIVING			DEPARTING		
		No.	Tonnage	Value ^a	No.	Tonnage	Value ^a
Half year to June 30, 1828	British	4	746	67,000	4	746	69,000
	Sandwich Islands	2	281	18,000	2	286	9,000
	United States	8	1,832	213,000	7	1,352	76,000
	Russian	1	440	10,000	1	440	30,000
	Netherlands	1	375	5,000	1	375	25,000
	Spanish	1	370	5,000	1	370	7,000
	TOTAL	17	4,044	318,000	16	3,569	216,000
Half year to Dec. 31, 1828	British	1	183	12,000			
	Sandwich Islands	2	325	9,000	2	336	63,000
	French	1	368	15,000	1	368	30,000
	United States	10	2,442	196,000	8	2,151	228,000
	Mexican	1	30	6,000			
	TOTAL	15	3,348	238,000 or £59,500	11	2,855	321,000 or £80,250
Half year to June 30, 1829	British	2	111	8,200	2	28	1,800
	Sandwich Islands	2	301	57,000			
	United States	5	1,185	97,800	6	1,441	82,000
	TOTAL	9	1,597	163,000 or £40,750	8	1,469	83,800 or £20,950
Half year to Dec. 31, 1829	British	3	785	17,600	2	253	240,000
	Sandwich Islands	1	182	8,900	4	683	29,000
	French	1	341	5,000	1	341	5,000
	Spanish	1	101	16,000			
	United States	12	3,003	225,000	8	1,783	244,000
	TOTAL	19	4,412	262,500 or £75,000	15	3,060	518,000 or £129,500

(continued)

Table 1. British and Foreign Merchant Shipping Arriving at and Departing the Port of Honolulu, 1828-1841 (*continued*)

Period	Register	ARRIVING			DEPARTING		
		No.	Tonnage	Value ^a	No.	Tonnage	Value ^a
Half year to June 30, 1830	British	4	810	285,000	2	1,342	329,500
	Sandwich Islands	1	182	ballast	1	101	5,000
	United States	6	814	179,000	6	814	175,000
	Chile	1	65	2,000			
	French	1	214	70,000	1	214	70,000
	TOTAL	13	2,085	536,000 or £134,000	10	2,471	579,500 or £144,875
Half year to Dec. 31, 1830	British	2	307	25,000	1	237	23,000
	Sandwich Islands	5	648	36,000	3	464	22,000
	United States	11	2,088	412,000	9	1,729	419,000
	TOTAL	18	3,043	473,000 or £118,250	13	2,430	464,000 or £114,000 ^b
Half year to June 30, 1831	British	3	213	100,000	2	283	103,500
	United States	8	1,188	150,050	6	1,050	127,000
	TOTAL	11	1,401	250,050	8	1,333	230,500
Half year to Dec. 31, 1831	British	3	512	48,000	3	512	15,000
	Sandwich Islands	2	228	6,000	2	228	9,000
	United States	11	2,562	175,000	11	2,520	127,000
	TOTAL	16	3,302	229,000 or £57,250	16	3,260	151,000
Half year to June 30, 1832	British	2	472	105,000	2	472	108,000
	United States	10	1,954	166,000	9	1,815	175,000
	New Zealand	1	394	10,000			
	Society Islands	1	45	2,000	1	45	5,000
	Chile	1	45	4,000			
	TOTAL	15	2,910	287,000 or £71,750	12	2,332	288,000 or £72,000
Half year to Dec. 31, 1832	British	1	195	8,000	1	195	3,000
	United States	14	2,499	221,500	10	1,826	196,000
	New Zealand				1	394	4,000
	TOTAL	15	2,694	229,500		2,415	203,000
Half year to June 30, 1833	British	1	213	65,000	1	213	65,500
	Sandwich Islands	2	247	23,000	1	65	9,000
	United States	7	1,162	321,000	7	1,199	367,000
	Mexican	1	135	50,000	1	135	54,000
	TOTAL	11	1,757	459,000	10	1,612	495,500

(continued)

Table 1. British and Foreign Merchant Shipping Arriving at and Departing the Port of Honolulu, 1828-1841 (*continued*)

Period	Register	ARRIVING			DEPARTING		
		No.	Tonnage	Value ^a	No.	Tonnage	Value ^a
Half year to Dec. 31, 1833	British	1	214	8,000			
	Sandwich Islands	1	180	6,000	1	66	2,800
	Russian	1	360	4,000	1	360	ballast
	United States	8	1,392	92,500	4	1,003	92,000
	Spanish	1	260	40,000	1	267	30,000
	Tahitian	1	67	2,000	1	76	1,000
	TOTAL	13	2,473	152,500	8	1,772	125,800
							or £31,450
Year to Dec. 31, 1834	British	7	2,253	32,100	6	2,243	25,750
	Sandwich Islands	1	119	5,000	2	238	7,500
	United States	20	7,709	96,000	13	3,902	101,400
	TOTAL	28	10,081	133,100	21	6,383	134,650
Year to Dec. 31, 1835	British	7		22,100	7		24,000
	Sandwich Islands	2		750	4		6,450
	Mexican	1	No	ballast	1	No	1,750
	Belgian	1	Totals	2,500	1	Totals	1,500
	Chile	1	Given	2,000	1	Given	1,875
	United States	23		67,900	17		56,500
	TOTAL	35		95,250	31		92,075
Year to Dec. 31, 1836	British	6	1,541	3,225	5	1,181	2,000
	Sandwich Islands	6	376	12,000	4	332	6,250
	United States	24	5,514	84,000	19	4,117	46,750
	Tahitian	1	25	250			
	TOTAL	37	7,456	99,475	28	5,630	55,000
Year to Dec. 31, 1837	British	5	619	29,250	6	979	100,150
	Sandwich Islands	1	65	966			
	United States	17	3,847	7,965	15	3,725	74,287
	Russian	1	360	966	1	360	1,000
	Mexican	2	36	2,415	2	36	1,449
	TOTAL	26	4,927	41,562	24	5,100	176,886
Year to Dec. 31, 1838	British	7	1,536	118,750	8	1,447	116,050
	Sandwich Islands	60	1,500		25	—	
	United States		2,335	51,750		1,768	30,750
	Mexican	92			92		6,150
	TOTAL	7	4,023	172,000	8	3,332	152,950

(continued)

Table 1. British and Foreign Merchant Shipping Arriving at and Departing the Port of Honolulu, 1828-1841 (*continued*)

Period	Register	ARRIVING			DEPARTING		
		No.	Tonnage	Value ^a	No.	Tonnage	Value ^a
Year to	British	9	2,144	60,600	8	1,753	60,900
Dec. 31,	Sandwich Islands	2	85	2,400	1	20	—
1839	Spanish	1	260	1,600	1	260	2,400
	United States	12	2555	82,891	7	1,414	54,617
	Tahitian	1	155	1,200			
	TOTAL	25	5,199	148,691	17	3,447	117,917
Year to	British	14	2,997	24,900	12	2,727	15,000
Dec. 31,	Sandwich Islands	1	33	1,000			
1840	United States	16	4,281	58,200	13	3,617	44,750
	Mexican	1	84	1,750	1	84	3,000
	French	1	228	1,250	1	228	1,250
	TOTAL	33	7,623	87,100	27	6,656	64,000
Year to	British	11	2,091	36,000	10	2,051	120,000
Dec. 31,	United States	17	3,031	70,500	16	3,262	51,000
1841	French	1	253	5,000	1	353	4,000
	TOTAL	29	5,375	111,500	27	5,666	175,000

Source: Compiled by Richard Charlton from Honolulu port records and ships' masters' accounts. Foreign Office Records, Public Record Office, Kew Gardens. 1828: FO 58/5, p. 8; 1829: FO 58/5, p. 79; 1830: FO 58/5, pp. 118, 138, 140; 1831: 58/6, pp. 5, 32; 1832: FO 58/6, pp. 66, 92; 1833: FO 58/7, pp. 14, 34; 1834: FO 58/7, p. 140; 1836: FO 58/8, p. 112; 1837: FO 58/9, p. 110; 1838: FO 58/10, p. 44; 1839: FO 58/11, p. 68; 1840: FO 58/12, p. 37; 1841: FO 58/12, p. 129.

^a Values for 1828 to 1833 are given in Spanish dollars. From 1834, values are given in pounds sterling. As the exchange rate for converting Spanish dollars into pounds sterling was variable, amounts given only in Spanish dollars have not been converted. The exchange rate in 1837 was estimated at fifty pence to the Spanish dollar.

^b About \$100,000 of this was British property. About 25 percent of amounts imported and exported in U.S. ships was British property, according to Charlton.

Table 2. British Merchant Vessels Arriving at the Port of Honolulu, 1828-1841

Period	Arrival date	Ship	From	Cargo	Tonnage	Value ^a
Half year to June 30, 1828	Mar. 4	Prince Regent	Galapagos	Tortoise shell, seal skins	40	8,000
	Mar. 8	Dhaulli	China	Chinese silks and calicoes	182	23,000
	Apr. 19	Solitude	Acapulco	Cocoa	268	19,000
	Apr. 23	Teignmouth ^b	China and Manila	China goods, silk, molasses, rice	256	17,000
				TOTAL	746	67,000
Half year to Dec. 31, 1828	July 19	Wellington	Sydney	Timber, British cottons,	183	12,000
				\$12,000 Spanish		
Half year to June 30, 1829	Jan. 21	Cadboro ^c	Columbia River	Boards	71	1,200
	May 20	Prince Regent	Galapagos	Tortoise shell and seal skins	40	7,000
				TOTAL	111	8,200
Half year to Dec. 31, 1829	Sept. 21	Ganymede ^c	Columbia River	boards and furs	213	4,400
	Oct. 21	Prince Regent	sealing voyage	seal skins and oil	40	1,000
	Nov. 17	Sophia	New South Wales	Spars, boards	532	10,000
				TOTAL	785	15,400 or £4,400
Half year to June 30, 1830	Feb. 1	Andes	Lima	ballast	216	—
	Mar. 23	Isabella	London	blankets	185	100,000
	May 1	Eagle ^c	London	blankets and broadcloth	195	100,000
	Jun. 15	Dryad ^c	London	blankets and broadcloth	214	85,000
				TOTAL	810	285,000 or £71,250

(continued)

Table 2. British Merchant Vessels Arriving at the Port of Honolulu, 1828-1841

Period	Arrival date	Ship	From	Cargo	Tonnage	Value ^a
Half year to Dec. 31, 1830	Oct. 16 Dec. 27	Spartan Vancouver ^c	Manila Columbia River	Sugar Lumber TOTAL	237 70 307	23,000 2,000 25,000 or £6,250
Half year to June 30, 1831	May 30	Ganymede ^c	London	British	213	100,000 or £25,000
Half year to Dec. 31, 1831	Jul. 5 Sep. 12 Dec. 10	Denmark Hill William Little Ganymede ^c	Sydney Santa Barbara Columbia River	Timber, otters, brandy otter, beaver, salt beef, and horses Timber TOTAL	253 46 213 512	15,000 25,000 8,000 48,000 or £12,000
Half year to June 30, 1832	Mar. 29 May 20	Eagle ^c Meredith	London San Blas	blankets, woollens specie TOTAL	195 277 472	100,000 5,000 105,000 or £26,250
Half year to Dec. 31, 1832	Jul. 16	Eagle ^c	Columbia River	Planks, timber, salt fish	195	18,000 or £2,000
Half year to June 30, 1833	Mar. 28	Ganymede ^c	London	woolens, broadcloth	213	65,000 or £16,375
Half year to Dec. 31, 1833	Dec. 31	Dryad ^c	Columbia River	spars, salmon, boards	214	8,000 or £2,000

Year to Dec. 31, 1834	Jan. 7 Jan. 25 Feb. 10	Bee Tranmere Nereide	Van Dieman's Land New Zealand London	planks planks British cottons, woolens, and ironware	139 186 253	1,000 1,900 10,000
	May 23 Aug. 7	Ayacucho Eagle ^c	Lima London	sugar woolens, printed cottons, hardware, wine	232 195	10,000 7,500
	Dec. 21 Dec. 24	Bolina Eagle ^c	Sydney Columbia River	timber, salt, provisions boards (This ship was also carrying a cargo of furs worth £60,000.) TOTAL	243 1,248	4,000 34,400
Year to Dec. 31, 1835	Figures for 1835 missing					
Year to Dec. 31, 1836	Jan. 5 Feb. 4 Feb. 4 Jul. 14 Jul. 15 Dec. 23	Clementine ^d Columbia ^c Beaver ^c (steamer) Columbia ^c Nereide Columbiac	California London London Columbia River London Columbia River	Hides woolens and British goods ballast boards, timber, blankets British manuf. salted salmon, planks TOTAL	99 360 109 360 253 260 1,441	625 400 — 1,000 — 1,200 3,225
Year to Dec. 31, 1837	Apr. 3 Apr. 17 Jul. 8 Aug. 1	Enfield Clementine Lama Sumatra	San Blas Monterrey Columbia River London	specie horses, hides, and furs lumber woolens, stores for the Columbia River	94 94 144 193	10,000 4,375 1,375 12,000
	Oct. 3	Clementine	Christmas Island	naval stores TOTAL	94 619	1,500 29,250

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Table 2. British Merchant Vessels Arriving at the Port of Honolulu, 1828-1841

Period	Arrival date	Ship	From	Cargo	Tonnage	Value ^a
Year to Dec. 31, 1838	Jan. 23	Lama	California	furs	144	2,500
	Mar. 26	Nereide	Columbia River	lumber and fish	253	2,000
	Apr. 7	Harlequin	San Blas	specie	195	100,000
	Apr. 12	Clementine	San Blas	merchandise	89	2,450
	Apr. 27	Columbia ^c	London	woolens, cotton, hardware	311	7,000
	Jul. 30	Lama	California	furs	144	2,800
	Sep. 15	Clementine	Kamchatka	fish and furs	89	500
	Dec. 9	Columbia ^c	Columbia River	lumber	311	1,500
				TOTAL	1,536	118,750
Year to Dec. 31, 1839	Jan. 13	Lama	NW. Coast	ballast	144	3,000
	Jan. 31	Nereide	Columbia River	lumber, salmon, flour	253	10,000
	Feb. 23	Manly	San Blas	specie	186	10,000
	Mar. 9	Harlequin	San Blas	sundries, remains of China goods	195	1,000
	Mar. 28	Vancouver ^c	London	woolens, cotton, hardware	336	15,000
	Jul. 24	Vancouver ^c	Columbia River	lumber, salmon, flour, butter	336	3,000
	Jul. 26	Elizabeth	China	silk	269	25,000
	Aug. 10	Clementine	California	salt beef, hides, furs	89	1,200
	Dec. 16	Vancouver ^c	Columbia River	lumber and salmon	336	2,400
				TOTAL	2,144	70,600
Year to Dec. 31, 1840	Jan. 6	Belhaven	China	British cottons and silks	299	2,500
	Feb. 13	Columbia ^c	London	merchandise for Columbia River	309	—
	Feb. 13	Vancouver ^c	Columbia River	lumber, spars, flour	336	2,000
	May 2	Globe	San Blas	specie	190	—

May 14	Clementine	Valparaiso	British cottons, wine, brandy	95	2,500
Jun. 5	Fly	Callao	cotton goods	92	1,000
Jun. 16	Europa	Valparaiso	cotton goods	252	2,800
Jun. 24	Columbia ^c	Columbia River	lumber	309	2,500
July 1	Harlequin	Mazatlan	timber	185	400
July 2	Rosa	Manila	China goods	175	3,000
Aug. 18	Forager	London	British cottons and sundries	250	3,000
Aug. 21	Friends	Tahiti	cottons, pearls and pearl shell	210	1,700
Oct. 7	Harlequin	Kamchatka	ballast	185	—
Nov. 20	Julia	Sydney	British manuf.	110	3,500
			TOTAL	2,997	24,900

Source: Compiled by Richard Charlton from Honolulu port records and ships' masters' accounts. Foreign Office Records, Public Record Office, Kew Gardens. 1828: FO 58/5, p. 8; 1829: FO 58/5, p. 79; 1830: FO 58/5, pp. 118, 138, 140; 1831: 58/6, pp. 5, 32; 1832: FO 58/6, pp. 66, 92; 1833: FO 58/7, pp. 14, 34; 1834: FO 58/7, p. 140; 1836: FO 58/8, p. 112; 1837: FO 58/9, p. 110; 1838: FO 58/10, p. 44; 1839: FO 58/11, p. 68; 1840: FO 58/12, p. 37; 1841: FO 58/12, p. 129.

^a Values for 1828 to 1833 are given in Spanish dollars unless otherwise stated. From 1834, values are given in pounds sterling unless otherwise stated.

^b *Teignmouth* was owned by Richard Charlton.

^c Hudson's Bay Company ship.

^d *Clementine* was owned by French consul Jules Dudoit.

Table 3. British Merchant Vessels Departing the Port of Honolulu, 1829–1841

Period	Departure date	Ship	To	Cargo	Tonnage ^a	Value ^b
Half year to Dec. 31, 1829 ^c	Oct. 21 Nov. 23	Ganymede ^{d,e} Prince Regent	London sealing voyage	furs, oil, sealskins ballast TOTAL	— — —	240,000 — 240,000 or £40,000
Half year to June 30, 1830	Mar. 10 Apr. 7 May 8 June 22 June 22	Andes Isabella Eagle ^d Dryad ^d Sophia	London Columbia River Columbia River Columbia River Manila	sperm oil blankets and cloth blankets and cloth blankets and cloth sandalwood TOTAL	— — — — — —	37,500 100,000 100,000 85,000 7,000 329,500 or £82,250
Half year to Dec. 31, 1830	Oct. 25	Spartan	Valparaiso	sugar	—	23,000 or £6,250
Half year to June 30, 1831	Feb. 2 June 17	Vancouver ^d Ganymede ^d	Columbia River Columbia River	salt, provisions salt, British food TOTAL	— — —	2,500 101,000 103,500 or £25,875
Half year to Dec. 31, 1831	Dec. 1 Oct. 29 Dec. 30	Denmark William Little ^f Wm. Ryan	on a whaling trip Monterrey, Mexico London	— China TOTAL	— — —	— 10,000 5,000 15,000 or £3,750
Half year to June 30, 1832	Apr. 12 June 2	Eagle ^d Meredith ^g	Columbia New Zealand	blankets, beef, woolens salt and sundries TOTAL	— — —	101,000 7,000 108,000 or £27,000

Half year to Dec. 31, 1832	Aug. 3	Eagle ^d	Columbia River	salt, provisions	—	3,000 or £750
Half year to June 30, 1833	Apr. 8	Ganymede ^d	Columbia River	woolens, salt, provisions	—	65,000 or £16,375
Half year to Dec. 31, 1833	No departures					
Year to Dec. 31, 1834	Mar. 9	Bee	Sydney, N.S.W.	Salt	139	250
	Mar. 1	Nereide	Columbia River	Woolens	253	10,000
	Apr. 22	Tranmere	California	British cottons	186	2,000
	Jun. 30	Ayacucho	California	tobacco	232	6,000
	Aug. 13	Eagle ^d	Columbia River	woolens and sundries	195	7,000
				TOTAL	1,005	25,250
Year to Dec. 31, 1835	Figures for 1835 missing					
Year to Dec. 31, 1836	Feb. 25	Columbiad	London	Hudson's Bay Co. ship, cargo sold	360	15,000
	Feb. 25	Beaver ^d	Columbia River	Merchandise	109	1,500
	Apr. 27	Clementine	Columbia River	Woolens and sundries	99	Took nothing in
	Jul. 1	Columbia ^d	Columbia River		360	500
	Aug. 1	Nereide	Columbia River	British manuf.	253	
	Dec. 23	Columbia ^d	Columbia River	£12,000 of goods for Columbia River; cargo of furs worth £90,000 for London		
				TOTAL	1,181	17,000
Year to Dec. 31, 1837	Jan. 6	Columbia ^d	London	pelts, discharged cargo of lumber	360	70,000
	Apr. 8	Enfield	Canton	specie and furs	94	12,500
	Aug. 6	Lama	Northwest coast	ballast	144	—

(continued)

Table 3. British Merchant Vessels Departing the Port of Honolulu, 1829-1841 (continued)

Period	Departure date	Ship	To	Cargo	Tonnage ^a	Value ^b
Year to Dec. 31, 1838	Aug. 12	Sumatra	Columbia River	woolens, salt, tobacco	193	12,650
	Sep. 7	Clementine	Christmas Island	ballast	94	—
	Dec. 5	Clementine	Panama	China goods, lard, salt, provisions, mats	94	—
				TOTAL	979	95,150
	Feb. 19	Lama	California	ballast (hunting otters)	144	—
	Apr. 10	Harlequin	Canton	specie, sandalwood	195	101,000
	May 4	Nereide	Columbia River	salt, rice, tobacco	253	1,500
	May 4	Columbia ^d	Columbia River	woolens, salt	311	7,200
	May 11	Clementine	Kamchatka	cotton, salt, tea, sugar	95	5,000
	Aug. 30	Lama	Calif.	ballast	144	—
Year to Dec. 31, 1839	Dec. 23	Columbia ^d	London	wool, hides, salt, furs worth £100,000	—	—
				TOTAL	1,142	114,700
	Feb. 24	Manly	China	specie	186	3,000
	Mar. 2	Nereide	Columbia River	salt, sugar, oil, paint, molasses	253	10,000
	Mar. 8	Clementine	Norfolk Sound	tea, sugar, salt tobacco	89	2,200
	Mar. 14	Harlequin	China	sandalwood, provisions	195	2,500
	Apr. 5	Vancouver ^d	Columbia River	woolens, hardware, cottons	336	15,000
	Jul. 28	Elizabeth Buckham	Buenos Aires	silk goods	269	25,000
	Aug. 13	Vancouver ^d	Columbia River	salt, rice, tobacco	336	1,500
	Oct. 4	Clementine	Valparaiso	sperm oil, mats	89	1,700
Year to Dec. 31, 1840				TOTAL	1,753	60,900
	Jan. 15	Belhaven	Mazatlan	landed cotton goods, silk goods	299	—
				worth £120,000 embarked		
	Feb. 21	Columbia ^d	Columbia River	no cargo landed; merchandise for Indian trade	309	—
	Feb. 21	Vancouver ^d	Columbia River	salt, rice, and sundries	336	1,500
	May 5	Globe	Manila	specie worth £75,000	190	—
	Jul. 12	Fly	California	ballast	92	—

Year to		Columbia ^d	Columbia	salt	
Dec. 31, 1841	Jul. 15	Europe	Valparaiso	sugar, salt, hides, goat skins	309
	Jul. 23	Harlequin	Kamchatka	sugar, coffee, salt, cotton goods	252
	Aug. 3	Forager	Columbia River	vessel cargo landed	185
	Sept. 1	Friends	Tahiti	sundries, salt	250
	Oct. 25	Harlequin	San Blas	ballast	210
	Oct. 26	Julia	Tahiti	sugar, salt, provisions	185
	Dec. 9			TOTAL	110
	Jan. 10	Harlequin	China		15,100
	Jan. 15	Vancouver ^d	London	ballast	2,727
	Mar. 20	Friends	Mazatlan	furs shipped at the Columbia	299
	Apr. 15	Friends	Fiji Islands	River; pearl shells at Honolulu	360
	Apr. 22	Wave	Columbia River	remains of cargo	8,000
	Jul. 18	Cowlitz ^d	Monterrey	ballast, goods sold at Honolulu	210
	Aug. 12	Harlequin	China	provisions for the U.S. squadron	103
	Sept. 2	Wave	China	British goods	333
	Sept. 13	Hannah	Tahiti	ballast	185
	Dec. 26	Sovereign	China	ballast	103
				spirits	99
				ballast	400
				TOTAL	243
					2,189
					120,400

Source: Compiled by Richard Charlton from Honolulu port records and ships' masters' accounts. Foreign Office Records, Public Record Office, Kew Gardens. 1828: FO 58/5, p. 8; 1829: FO 58/5, p. 79; 1830: FO 58/5, pp. 118, 138, 140; 1831: 58/6, pp. 5, 32; 1832: FO 58/6, pp. 66, 92; 1833: FO 58/7, pp. 14, 34; 1834: FO 58/7, p. 140; 1836: FO 58/8, p. 112; 1837: FO 58/9, p. 110; 1838: FO 58/10, p. 44; 1839: FO 58/11, p. 68; 1840: FO 58/12, p. 37; 1841: FO 58/12, p. 129.

^a Tonnage was not given before 1834.

^b Values are given in Spanish dollars to December 1833 and then afterwards in pounds sterling only.

^c Departures prior to December 1829 were not given and are therefore not included here.

^d Hudson's Bay Company ship.

^e The *Ganymede* proceeded to London with £59,000 worth of furs.

^f This vessel fell victim to a mutiny: see Richard MacAllan, "Richard Charlton: A Reassessment," *HJH* 30 (1996): 63-64.

^g The *Meredith* was chartered to go to New Zealand to carry lumber to New South Wales.

Table 4. British and American Whaleships Arriving at Honolulu, 1823-1841, with the number of barrels of whale oil carried and the tonnage of the cargoes.

Period	British	Barrels	Tonnage	U.S.	Barrels	Tonnage
Half year to June 30, 1828	10	8,650	3,646	44	32,790	14,977
Half year to Dec. 31, 1828	18	24,940	6,776	24	41,850	7,989
Half year to June 30, 1829	6	9,300	2,393	18	25,060	6,270
Half year to Dec. 31, 1829	13	22,350	5,009	34	66,650	12,228
Half year to June 30, 1830	7	3,540	2,714	40	39,090	14,058
Half year to Dec. 31, 1830	10	16,000	4,129	34	67,650	12,118
Half year to June 31, 1831	10	7,130	3,668	31	18,270	11,560
Half year to Dec. 31, 1831	13	22,110	4,876	25	40,900	9,334
Half year to June 30, 1832	3	1,940	1,208	44	38,200	15,853
Half year to Dec. 31, 1832	15	19,540	5,364	38	58,980	13,143
Half year to June 30, 1833	6	4,350	2,140	34	26,170	11,966
Half year to Dec. 31, 1833	13	13,520	4,890	53	78,560	18,930
Year to Dec. 31, 1834	16	19,240	8,226	87	89,640	101,948
Year to Dec. 31, 1835	10	9,840	3,895	60	59,750	21,185
Year to Dec. 31, 1836	10	9,625	3,775	52	67,450	18,155
Year to Dec. 31, 1837	17	15,100	7,007	47	52,225	15,628
Year to Dec. 31, 1838	10	10,000	3,895	62	64,000	21,185
Year to Dec. 31, 1839	3	2,800	1,131	57	57,240	20,448
Year to Dec. 31, 1840	4	3,550	1,704	39	46,850	13,548
Year to Dec. 31, 1841	7	4,110	2,862	53	56,550	18,937
TOTAL	201	227,635	79,308	876	1,027,875	379,460

Source: Public Record Office, Kew. 1828: FO 58/5, pp. 13, 15, 19, 25. 1829: FO 58/5, pp. 55, 57, 84. 1830: FO 58/5, pp. 124, 126, 145. 1831: FO 58/6, pp. 4, 11, 36, 38. 1832: FO 58/6, pp. 71, 73, 92, 95. 1833: FO 58/7, pp. 18, 29, 38, 40. 1834: FO 58/7, pp. 145, 146. 1835: FO 58/9, p. 197. 1836: FO 58/8, pp. 113, 114. 1837: FO 58/9, pp. 112, 113. 1838: FO 58/10, p. 45. 1839: FO 58/11, p. 69. 1840: FO 58/12, p. 38. 1841: FO 58/12, p. 131.

NOTES

- ¹ Charles Wilkes, *Narrative of the United States Exploring Expedition during the Years 1838, 1839, 1840* (Philadelphia, 1849), 5: Appendix IX, Table of imports into the Hawaiian Islands. Charlton's figures also compare favorably with statistics for the years 1836–1840 published in *The Polynesian*, Sept. 12, 1840.
- ² On his way to England in 1842, Charlton discovered two undelivered letters from the Foreign Office dated 1825 and 1829 lying in a post office in Mazatlan, Mexico.
- ³ Honolulu customs house reports for 1844–1855 quoted in Ralph Kuykendall, *The Hawaiian Kingdom, 1778–1844, Foundation and Transformation* (Honolulu: U of Hawaii P, 1948), 395.
- ⁴ For further details of the Hudson's Bay Company's operations, see Alexander Spoehr, "Fur Traders in Hawai'i: The Hudson's Bay Company in Honolulu, 1829–1861," *HJH* 20 (1986):27–66.
- ⁵ *Sandwich Islands Mirror*, March 1840, quoted in Kuykendall, *The Hawaiian Kingdom* 173.
- ⁶ For a description of Charlton's career, see Richard MacAllan, "Richard Charlton: A Reassessment," *HJH* 30 (1996):53–76.

